

DATE

TOP SECRET

ROUTING

TO :
FROM : CHIEF
ACTION: CHIEF
INFO: CHIEF

HOLD

IN 173801

for action if any

ROUTING			
1	1/10	9	CC
2	OXE	10	WX
3	1/1	11	Compst
4	D/SA	12	RB
5	D/M	13	
6	1/1	14	
7	R/D	15	
8	1/1	16	

PRIORITY

TO

INFO

CITE

25X1A

TOP SECRET 130502Z CITE

PRIORITY

OXCAR BLACKSHIELD OPS

COL SHELTON AND

FROM

REF A:
B:
C:
D:
E:

SUBJECT: ANALYSIS OF BX6732

1. PER REF D, PAR 1 AND 2. IT MAY SEEM STRANGE THAT WE SUGGEST CHECKING SC&DM FOR POINT OF INCREASED SCAN (REF B) AS A MORE ACCURATE METHOD OF VERIFYING PKG TURN-ON AND THEN DID NOT CHECK THIS OURSELVES. WE WERE SO CERTAIN THAT THE TROUBLE WAS DUE TO THE PKG BEING OFF ACCIDENTLY THAT WE LOOKED NO FURTHER. AS YOU SEE IN REF E, THE ACCIDENTAL OFF PERIOD DID CAUSE CONSIDERABLE CORRELATION PROBLEMS. IN ANY CASE IT WAS BACK TO THE DRAWING BOARD FOR US. AFTER FURTHER DISCUSSION WITH [] AND PKG PERSONNEL WE REMAIN CERTAIN THAT THIS WAS NOT A PILOT ERROR PROBLEM

final answer sent back (see 25X1A im-plying "sets knock it off - k can will discuss during his forthcoming visit - for

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GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

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T O P S E C R E T

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OR A PROBLEM CAUSED BY UPSTREAM DROP OFF FROM END 4R WITH SUBSEQUENT DELAY IN CHECKLIST ITEMS. PILOT'S STATEMENTS AND FLIGHT MONITOR OF CHECKLIST ITEMS THROUGH BW SHOWED THE EWS ON AND BIT TEST TO BE ON SCHEDULE. BELIEVE THE ENTIRE PROBLEM WAS CAUSED BY A BAD PACKAGE CONTROL PANEL. THIS PANEL WAS SQUAWKED ON THE FLIGHT AS BEING EXTREMELY LOOSE AND EASY TO MOVE. POST FLIGHT INSPECTION VERIFIED THIS AND THE PANEL HAS BEEN REMOVED FROM THE AIRCRAFT AND RETIRED FROM SERVICE.

2. REF D, PAR 3, 4, AND 5. WE DO NOT BELIEVE A CHANGE TO EXISTING 4/R PROFILE IS NECESSARY AS LONG AS ALL PARTIES CONCERNED UNDERSTAND THAT THE PROFILE SHOWN DOES NOT DEPICT ACTUAL AIRCRAFT PERFORMANCE. DUE TO THE EXTREME COLD TEMPERATURES WE ENCOUNTER BETWEEN FL400 AND FL750 THE ACTUAL AIRCRAFT PERFORMANCE IS DIFFERENT. DESCENT RANGES HAVE BEEN EXTENDED AND CLIMB RANGES HAVE BEEN REDUCED. SIMILARLY OUR ACCELERATION MANEUVERS AND INDIVIDUAL PILOT TECHNIQUES AFFECT ACTUAL PERFORMANCE. ANALYSIS OF PAST SORTIE SC&DM DATA WILL READILY VERIFY THIS. HOWEVER, WE ARE ALWAYS ABLE TO MAKE OUR MINIMUM PENETRATION ALTITUDES/POSITIONS OR FLIGHT PLAN LEVEL OFF ALTITUDES/POSITIONS AS APPROPRIATE.

3. WITH THE UPSTREAM DROP OFF AT  4/R, THE FLIGHT PLAN PROGRAMMED FUEL AND THE ACTUAL FUEL OVER KADENA ARE USUALLY VERY CLOSE. DROP OFF AT PROGRAMMED END 4/R WILL UNDOUBTEDLY REQUIRE ROUTINE USE OF THE FUEL OPTION ROUTE HOME. WE BELIEVE THE DISCREPANCY BETWEEN ACTUAL AND PROGRAMMED FUEL IS CAUSED BY THE USE OF 100 PERCENT AFTERBURNER. (100 PERCENT AB IS USED DURING CLIMB, THROUGH FIRST TURN AND CRUISE OVER TARGET AREA.) FLIGHT PLAN COMMENTS SHOW

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HOLDING 100 PERCENT AB DURING THIS PERIOD WHICH WE AGREE WE NEED IN ORDER TO KEEP THE ALTITUDE, BUT FLIGHT PLAN DATA BASE APPEARS TO BE THE HIGH ALTITUDE CRUISE PROFILE CHART (FIG. A5-7) FROM THE PERFORMANCE CHARTS OF A-12 HANDBOOK. FROM OUR ANALYSIS OF MSN 6732 AND 6733, WE BELIEVE MORE ACCURATE DATA BASE DURING THIS PERIOD WOULD BE THE SPECIFIC RANGE CHART (FIG. A5-5) USING THE MAX AB CURVE. BOTH CHARTS ARE BASED ON STANDARD DAY TEMPERATURES AND A TEMPERATURE CORRECTION FUDGE FACTOR MUST STILL BE CONSIDERED, SINCE IN THIS CASE THE TEMPERATURE DEVIATION IS ABOVE STANDARD.

4. PER REF D, PARA 6. CONCUR.

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